CONTINUED FROM THIRD PAGE.

ronne, L'Heroine, Le Magnanime, L'Atalante, Renard, Le Moncaim, Le Corbère, Onondaga, La Nissus, La Galatée. Here are twenty-four of the thirty-seven that we have referred to. of these the Ocean, Savole, Surveillante and Gauloise carry more guns and are of greater aggregate connage than the entire iron-clad fleet of Prussia. In addition to the iron-clad vessels, several of the French floating batteries are propelled by steam and are reported to have been escorted to the

The Prussian iron-clad fleet is composed of six vessels. These are the King William, 28 guns; the Frederick Charles, 16; the Crown Prince, 16; the Hansa, 8; the Aunimus, 7, and the Prince Adalbert 7. The first three are frigates, the others are turretted corvettes, but they do not amount to much. Undoubtedly the best vessel in the Prussian service s the King William. Her armament is tremendous, comprising, as it does, four 600 pounders and twenty 300 pounders. Her armor is also very strong.

So far as the wooden vessels of the two navies are concerned it is hardly worth the trouble of referring to them, as here the French preponderance is so great as to render any comparison absurd. France possesses a navy embracing nearly six hundred vessels of all kinds and classes, which is a greater number than is possessed by Great Britain. Indeed, it will doubtless surprise many persons to learn that the French iron-clad fleet is considerably larger than that of Great Britain-exceeding it by some foorteen vessels, and exceeding the whole fleet by forty odd. Prussia's fleet-iron-clads, wooden ships and floating batteries-numbers only ninety-five ve sels. It will thus be seen that in no sense of the word can there be equality of strength on water be tween the two nations now at war.

But it has been urged by some papers that the enormous armaments of the Prussian iron-clads neutralizes the French superiority of numbers. Let us examine this argument. We have aiready stated that the King William carried 600 and 300 pounders, and it is possible that all the other fron-claus carry guns of the last-named calibre. To oppose these the French have ten, eleven, and as high as fifteen adopted the breech-loading cannon of heavy calibre whose rapidity of fire is something which must no be lost sight of. The French eleven inch guns throw a 250 pound shot, with twenty-four pounds of pow-der, while their fitteen inch caunon throw a snot of over 400 pounds in weight. One great advantage is possessed by most of the French fron-clads. They lie comparatively low in the Such vessels as the Rochambeau and Taureau present so small a surface to the shots of the enemy that the chances are they will prove ore than a match for the King William should there be a naval engagement, the Prussian frigate being an immense vessel and a comparatively easy mark to hit. It is utter folly in the face of these facts to pretend that the Prussian navy can prove a match for its antagonist. It may possibly gain a temporary success, just as the Confederate vessels had a spasm of victory during the rebellion: but should the French navy take an important part in the present war the chances are all in favor of its

POSTSCRIPT

FRIDAY, AUG. 19-3 A. M.

French Account of Scenes in the Retreat.

French Reports of the End of Napoleon's Dynasty.

Expected Flight of the Bonapartes to England and Italy.

Heavy Losses of the Prussians in Battle.

Napoleon's Dynasty Said to be Ended-Eugenie Sald to be En Route for England-Prince Napoleon off to Italy-The French

LONDON, August 18-Midnight. We have it on high authority, fresh from Paris,

that it is the universal conviction there that the Napoleonic dynasty is ended. The Empress, having packed up and des-

patched all her valuables, including pictures of inestimable price, has left for England by way of Belgium. It is believed that the Emperor is also on the way to this country by the same track. He does not dare to return to Paris.

Prince Napoleon has fied to lialy with his family.

M. Thiers told the Corps Legislatif yesterday that the enemy must be resisted at all cost to the last. He advised prompt action. The surrounding population should be obliged to bring theia cattle, crop and food within the walls, and then the entire region in sight of Paris should be laid waste, if necessary.

M. Duvernois, Minister of Commerce, said the gov. ernment was ready to guarantee them provisions Nanoleon's Fern Day and a War Alarm

Reports from Prussian Headquarters-Marshal Bazaine Contradicted. LONDON, August 18, 1870.

A special correspondent writes from Chaions,

Monday, August 15:--This is the Emperor's birthday, but there are no

fites in honor of the occasion.

The alarm was sounded this evening at ten o'clock, and the artillery was put in motion and went forward to Bléome, but there found the railway cut and fell back. No railway communication now exists between Chalons and either Metz or Verdun. We do not know where the French main body is: but the Prussian vanguard is nearer Chalons than Bazaine is, and there is no force here capable of resisting attack. Thus far nothing bu cavairy is heard of, and that, yesterday, was within

A special correspondent writes from the head quarters of the Second Prussian army corps Friday August 12:-

twenty miles of Chalons and destroying railways at

Should the French not accept battle outside of Metz two corps will be left to mask the fortress while the main body will continue their march for Paris. The Prussians have at least 600:000 men advancing on French soil, and as many more in reserve on German. All talk of peace before the occupation of Paris is laughed at.

A special correspondent from the headquarters of the Crown Prince of Prussia on Friday, August 12

We are daily advancing from village to village The Aleacian sympathies are altogether French but the inhabitants are treated kindly by the Germans, except where the peasants com-mut hostilities. No compulsory military service is enforced on them; wagons for the wounded are required, and the sales of provisions compelled. Nothing is exacted but strict necessaries, and everything is paid for. The Crown Prince declares ne makes war on the French government, not the French people.

MacMahon's corps has been almost destroyed:

that Bazaine was pursuing his road unmolested to Verdun and Chalons. While he was speaking the ssians were attacking the French at nightfall one portion, at least, Bazaine's army had been forced to abandon the road to Verdun and were again shut up in Metz. It is more than ever plain that no considerable part of the French army has ever succeeded in getting far on the road from Metz to Verdun. Their delay, to whatever cause due, gave the Prussians time to come up, and they were able on Tuesday to attack with a vanguard strong enough to arrest the French retreat and bring four French

corps into action. When Bazaine found he could not shake of the Prassian pursuit he clearly resolved to crush their single corps before its supports could arrive. For hours the Third Prussian corps, which, supported only by cavairy divisions, had first attacked, was from twice or thrice its own numbers.

Toward the close of the day, reinforced the Tenth and parts of the Eighth and Ninth corps, the Prussians resumed the offensive, and when night fell the French army was again divided, and it is doubtful whether either of the main roads from Metz to Verdon remains open

sides Frossard's and the Imperial Guard, were brought into action, which, on the French side was a general engagement, while on the Prussian side the larger part of the two armies of Steinmetz and Prince Frederick Charles were not on the field, and apparently not a single battalion of the Crown Prince, who is beleved to be advancing steadily for Chalons.

Late Accounts of the Latest Battles-Henvy Losses of the Prussians-Napoleon Awaiting a Fight at Chalons.

PARIS, August 18, 1870. I have just received express information from trustworthy sources relative to the operations at the front. It affords some particulars relating to the engaged for the last three days, which do not appear in the official despatches or newspapers.

Fighting commenced near Metz at three o'clock in the afternoon, on Sunday, the 14th, just after the Emperor's departure. The battle was brought on by a Prussian attack on General Fressard's division which was in the net of withdrawing from its no

The Fourth corps, under General l'Admirault, which formed the leit wing of the army, sustained the brunt of the engagement. The attacking force was under Prince Frederick Charles and General Steinmetz. While the Fourth corps was occupying the attention of the enemy, the French army continued its retreat, which was effected in the mosorderly manner. Marshal Bazaine exposed himself in the thickest of the fight, and had his borse killed under him. He himself is said to be slightly wounded

The execution done by the French mitrallienses was fearful. Four regiments of the Prussian Guard were nearly exterminated. Three or four French journalists shouldered their muskets and fought gallantly side by side with the soldiers. All was dark and stormy during the night, and on

the next morning, when my informant visited the field, no remnant of either army was visible. and wounded, and the Prussians 10,000. The dispro-

portion is said to be ow ing to the terribie destruc-

On the evening of the 15th the French attacked the Prussians again at Gravelotte, where the Emperor quarters. The Prussian losses were again very great, and the Prench likewise lost heavily. Gravelotte is at the point of bifurcation of two roads leading to Verdun and Etain. The Fourth corps is in advanced line, and three or four corps are concentrated in this locality. The bulk of the train and equipage has been sent on to Verdun under a power

battle will be fought with the ald of a new army, now being rapidly pushed forward to the scene of operations. Very large re-inforcements are being despatched, and as arms are abundant, there will be no difficulty in filling up the blanks lately created in the armies The spirit of the people is everywhere patriotic, and the Prussians, as they advance, will have to encounter an enormous force on every side.

> Scenes at the Battle of Woorth. LONDON, August 18-Midnight.

Edmond About describes the scenes after the battle of Woerth as follows:-

One sees solid regiments, who proudly retreat, while a few bad soldiers, disbanded, lost, demoral ized and disarmed, throw themselves desperately into each bypath. I arrived just in time to stop three wretched Turcos mounted on artillery horses, as they were entering an old quarry with the hope of making a short cut from the field. so many caisons pass along the road without guns. But here come one or two regiments of the line quite firm, tolerably complete in numhers rife on shoulder and knapsack on back. Rehind them Marshal McMahon, calm, dignified, almost smiling, and fresh as a rose. I sa-lute him as he passes. He responds withd'Alzac names me. Then the old hero stops and tells me quite simply the story of his defeat, thus:— "I had only 35,000 men, and I found 150,000 in fron of me. We have given way before numbers. They have killed or wounded about 5,000 men But we wil have our revenge. Explain this to th public. But, where are you going in that direction ?" "To Severne," I reply. "You will be captured. The Prussians will be there in two hours," says the General. "I have my wife and children there," I answer. "God preserve you. Do not fail to say that the morate of the troops is excellent. We shake hands.

I exchange a few pleasant words with M. d' Alzac. and I search vainly in the ranks of the staff, as it moves on, for the laughing and kindly face of M. de Vogue, officers of ordnance. This fine young man, full of promise. was killed by a bullet through the forehead, and General Colson with a builet through the heart. Both of them were struck down by the side of the Marshal, who was reckless of his life. Last comes a regiment of Turkos, the most compicte and finest of the three. These fellows have not thrown away their knapsacks, nor their arms. One of the first comes out of the ranks and claps me round the neck. It is Albert Dury, a fellow journalist and the excellent fellow begins by talling me, "I have been to your house. It is empty. All your people are safe but you. I, as you see, am firm as a post. Oh, my poor friends, what a disaster! We will repair it. though.

REPORTS FROM IRELAND.

Jubilant for France-Don't Believe the Prus

sian Victories. DUBLIN, August 18, 1870.

The French victories have been celebrated at several points in Ireland, where the Pru-sian accounts find no credit.

THE NORWALK DISASTER.

Inquest Over One of the Victims-Statement of the Captain of the Steamer and One of the Passengers Adjournment of the Inquest.

Corener Whitehall commenced the inquest last night over the body of John E. Phalen, one of the passengers who was drowned at the time of the collision between the Coney Island steamer Norwalk and the schooner Lady Ellen while on her last trip from Coney Island on the night of August 12. The deceased was a young man who resided with his MacMahon's corps has been almost destroyed; no remnant has been found as the Crown Prince pushes steadily forward against the French right Tank.

Tuesday's battle is the crowning proof of the French faisehoods and concealments in the recent telegrams. Palikao declared in the Corps Legislatif that the Prussians had been forced to abandon their that the Prussians had been forced to abandon their was a heavy crash which knocked him the lead at the start and was never headed. The third race was a dash of four miles, and Carrie that he was on the steamer Norwalk at the time of the accident; the deceased was with him, and he identified him as the man by his hair and by the articles on his person; was standing at the bar with the deceased, and the only thing he could recollect was a heavy crash which knocked him mother at 426 West Twenty-fifth street, New York.

board the schooner and found twenty or thirty menthere; was partly stunned and did not know where
he was going; seared the cry while on the schooner
that she was sinking and jumped back on the
scamer again; knew there had been a collision;
did not remember seeing any lights of
the schooner and had no idea how the
collision occurred, further than that the
tow of the schooner rain into the side of the
seamboat; the captain appeared efficient in the
discharge of his duties after the collision, and did
all he could to pacify the passengers; heard no
whistle blowing before the accident, but did shortly
afterwards; could not say whether the signals were
up or not; was not under the influence of liquor,
and the deceased was sober; would have every confidence in the captain.

and the acceased was sober; would have every confidence in the captain.

George W. Wilson, captain of the steamer Norwalk, was the next witness called. He testified that he resided at 63 Butler street; he was captain at the time of the collision on Friday, August 12; there were 300 or 400 passengers on board at the time; was around on deck attending to his duties, when he heard the winste blow once, and almost simultaneously heard the bell strike; ran to the forward part of the boat, on the promenade deck, when the boat was struck, and the crash was territe; ran to the fire room and asked the fireman if she was making water, and he replied that she was not; told him to keep a sharp look out; went on the schooner and saw her position after the collision; came back to the steamer, had her builast removed to the steamer, had her builast removed to the starbord side, and several gentlemen assisted in getting the passengers over; then went on the deck and told the pilot to blow for assistance; went back to the schooner, and found all sails set; sang out for the captain, but could not get any reply; a tugboat came the, when a large number of passengers went back on the steamer again, and the boat commenced towing us to the dock; the time between the ringing and the collision was about two minutes; the pilot knowing the danger could have stopped the boat, but if he had stopped just at the time the damage would have been much greater; the fracture extended from the deck of the boat to within three inches of the water line; the captain testified that he was perfectly sober at the time of the accident. water line; the captain testified that he was perfectly sober at the time of the accident.

THE SARATOGA RACES.

Closing Day of the Second Meeting, Summer of 1870.

Vast Assemblage in Attendance.

Biddy Malone the Winner of the Hurdle Ruce, Two Miles; Finsh of Lightning the \$300 Purse, Three Quarters of a Mile; Helmbold the \$1,200 Prize, Four Miles; and Glenelg the Consolution Purse, One and Three-Fourths of a Mile.

SARATOGA, August 18, 1870. This has been an important day at Saratoga, also one of the most agreeable that the clerk of the weather has chronicled in many a year. It opened deliciously, and the bright sunshine flamed across the mountain and settled upon the valley, tempering it pleasantly with a cooling breeze, so that the most exacting had all that heart could wish for in this memorable to papas and mamas, who have been keeping at the springs half a dozen big boys and girls, at an immense cost, and couldn't get away until now; to Tom, Dick and Harry, who have been "broke" for a week, and who propose to get home on "check," or at the expense of a friend; to the trainers, jockeys and stable boys, who now see a little breathing-spell ahead; to hotel keepers, who regretfully bid good bye to the sporting element; to the inconsiderate drivers of hacks and smaller vehicles, who bully and hetchel, and bother, and gag, and kick, and fight and scare and bedevil the more timid in their anxiety to get the last dollar of their money as they are leaving the

The stampede of the sporting fraternity has been great. The Hudson River Railroad is taking hundreds in "lightning express trains," and by to-night the places that knew your diamond brigade from Gotham will know them no more at present. It would be pleasant to note that the delegation from your city had been fortunate in the past week's speculations; but truth will not admit such an assertion, and candor compels me to add that a more pecuniarily demoralized crowd never left Saratoga. Why, some of your political bloods have been comnelled to "stand off" on their hotel bills, and a dozen or more prominent about the City Hall, after being compelled to borrow sufficient to pay for what they have eaten and drank, have been reduced to the dire necessity of begging "passes" over the road. It

is a bad plight to be in. THE RACING AND ATTENDANCE were capital. Eight or ten thousand delighted spectators were on the course and presented a stirring sight. The ladies-one and all anxious to see the last races of the season-were on hand in strength. The gentlemen were not slow to bow obediently to their wishes in this particular, and accompanied them in almost every instance in neat or gorgeous equipages. Certainly Saratoga was at races-a fitting tribute to the success of the meeting, the efforts of the officers and the order that has from day to day been preserved. In the hurdle race the action of Alloway, the rider of Oysterman, Jr., as viewed by many of those who backed that horse heavily, caused them to charge him with fraud and purposely losing the race. They held that he did not try to win it, never making an effort to that end from the start. The judges did not then need the objections, however, and the race was given to the brown mare, Biddy Malone, the first to pass home under the string. The second race, three-quarters of a mile, on which were eight starters, was very effective and produced a pleasurable excitement. Likewise did the the third and fourth. As a fitting end to the racing week ONSRESS BALL last night gave another magnificant ball. It passed off with great écat. The floor committee were all young gentlemen from New York, and to their exertions much of the entertainment's success is due. They were:—J. R. Gimbernat, Frederick Lerega, Frank Carroll, Carlisie Norwood, Jr.; T. C. Richardson, I. Suerwood, Jr.; W. K. Vanderblit and J. M. Brady, of New York.

The committee of arrangements consisted of the following gentlemen:—Sunser Cox, James Brooks, Fernando Wood, William Wall, D. M. Hildreth. meeting, the efforts of the officers and the order that

The committee of arrangements consisted of the following gentlemen:—"Sunset" Cox, James Brooks, Fernando Wood, William Wall. D. M. Hildreth, George W. Quintard, George Cecil, E. A. Hammond, O. F. Livingston, Azariah Boody, C. K. Garrison, C. W. Griswold and John Cecil, of New York; H. W. Corbett, of Oregon; Colonel Andenreid, United States Army; William Mason, of Taunton; Warren Coiburn, of Toledo; D. McLaren, of Cincinnati; S. A. Hatch, of St. Louis; Larz. Anderson, of Cincinnati; H. N. White, of Syracuse.

cuse.

Bernstein's orchestra furnished delightful music, and led the way through the entire programme of the Grand March. Barlatinsky: Gaiop, Touristen; Redowa, Wiener Bonbon; Lanciers, Anna; Galop, Rittzum Liebchen; Deux Temps, An Shoenen Rhein; Lanciers, Vis.a-Vis; Gaiop, Champagne. Second part—Lanciers, Lurline; Redowa, Hinstrationen; Galop, Irresistible; Quadrille. Schuetzen; Deux Temps, Koenigslieder; Galop, Taubenpert; Lanciers, Eleanore; Redowa, Huldigranigsbeber. It was morning before the company separated.

The Racing.

The Racing. Four races were on the card, an extra race at hurdies being added to the original programme. The track was in fine condition and the weather charming. The first race was over eight hurdles, two mlies. Oysterman, Jr., Biddy Malone and Sir Joseph came to the post, Morris being withdrawn, the former with 155 pounds or, his back, the mare with 145 pounds, and Sir Joseph with 140 pounds. Oysterman, Jr., was the favorite over the field at even in outside betting, and at odds over the others in the pools, until a few minutes before the start, when two to one was laid against him. Biddy Malone won the race, Oysterman, Jr., having been pulled all the way, Coionel McDaniel, the owner of Oysterman, Jr., stated publicly on the track that Ailoway had ridden contrary to instructions, and that he intended to have Ailoway ruled off the track, if it were possible to do so. There seemed to be no coubt of the fraud, as it was palpable throughout the race. The pools were ordered not to be paid by the judges until they investigated the case. After the race the judges decided not to notice the charges of the owner of Oysterman, Jr., against the rider, as they were of the opinion that they were not sustained.

The second race brought eight starters to the post, and they were considered to be so nearly equal in point of speed that the speculators did not know which to choose. When the pool selling had progressed for some time last night Flash of Lightning sold as first favorite at a slight advance over any of the others. A capital race was run and Flash of Lightning won it in very excellent time. She took the lead at the start and was never headed.

The third race was a dash of four miles, and Carrie Atherton and Pat Mallow started with Heimpfold. Colonel McDaniel, the owner of Oysterman, Jr.,

Helmbold appeared the most distressed herse at the finish. He took a great deal of punishment up the stretch, and responded to every crack of the whip until he passed Pat Malioy at the mile distance stand, and won the race by a length.

The fourth race was a mic and three-quarter dash between Gleneig, Alta Veia and Tom Woolfolk. The former won it easily. The following are the details of the racing:—

THE FIRST RACE.

THE BETTING. Oysterman. \$500 600 525 200 320 450 620 Biddy Maione 485 500 300 175 235 370 600 Morris... 220 150 125 40 65 — Sir Joseph... 165 205 210 110 120 200 300 Total....\$1,350 1,455 1.160 526 .840 1,120 1,520

A. Keene Richards entered b. f. Flash of Lightning, by Lightning, dam Cecily Josson, 3 years old.

J. McConnell entered br. c. Chillicothe, by Lexington, dam Lilly, 3 years old.

Bruner & Denton entered ch. g. King's Excuse, by Knight of St. George, dam Betty King, 3 years old.

Bruner & Denton entered b. h. Banile, by Bill Cheatham, dam by Lexington, 4 years old.

R. W. Walden entered ch. f. Echo, by Australian, dam Kate Hayes, 3 years old.

J. J. O'Fallon entered ch. g. Kelso, by Voucher, dam by Epsilon, 3 years old.

J. J. O'Fallon entered b. c., by Norton, dam Rebecca T. Price, 3 years old.

Hunter & Travers entered ch. c. Scathelock, by Ecilpse, dam Fanny Washington, 3 years old.

Time, 1:17%.

305 205 450 Totals.....\$1,120 1,515

1,115

advance of Pat Malloy. They ran in this way all the way around, passing under the string at the end of the first mine in 1:55%, with Carrie leading six lengths, Helmbold second, one length ahead of Pat Malloy. As the rider of the mare passed under the string he flourished his whip vigorously over her head and she opened the gap. There was no change in the positions of the horses throughout the second mile, Carrie passing under the string five lengths in front of Helmbold, who was as many lengths ahead of Pat. Time of the second mile 1:56½. Passing into the third mile, the speed of all was put to its severest test, and Helmbold and Pat Malloy closed rapidly on the mare. They ran without changing places until they passed the three-quarter pole, when Pat passed Helmbold, and took second place. As the horses came under the string at the end of the third mile, which was run in 1:48. Carrie led two lengths, Pat Malloy second, half a length in front of Helmbold. Now came the tug of war. Carrie Atherton kept the lead around the turn, down the backstretch, around the lower turn and into the homestretch. The press now became too strong for her, and she had to resign it to Pat Malloy first and afterwards to Helmbold and take a position in the rear. Helmbold was whipped severely to force him along, but he responded to every cut and 100 yards from nome passed Pat Malloy and ran in a winner by one length. Carrie was forty yards behind. The time of the dash was 7:32½, the same time as that made by Fashion in her memorable race with Boston. Helmbold was wally distressed at the finish, while the others soon recovered from the race.

Consolation Pusse, \$500, for all ages, one mile

at the finish, while the others soon recovered from the race.

THE FOURTH RACE.

CONSOLATION FURSE, \$500, for all ages, one mile and three-quarters. Horses beaten once during the meeting allowed 7 lbs.; twice, 14 lbs.; three times, 21 lbs.

A. Belmont entered b. h. Gleneig, by Citadel, dam Bapta, 4 years old, 101 lbs.

1 J. J. O'Fallon entered br. m. Alta Vela, by Vandal, dam Hilgree, 4 years old, 91 lbs.

2 Fisher & Carson entered ch. g. Tom Woolfolk, by Lexington, dam Floride, aged, 94 lbs.

3 Time. 3:1234.

THE BETTING.

Gleneig.

\$300 450 1,000 3,600 800 Alta Vela.

15 20 670 1,750 1751

MONMOUTH PARK.

MONMOUTH PARK.

There will be a trotting meeting at Monmouth Park, Long Branch, during the last days of the present month. The meeting will commence on Saturday, the 27th inst., with two races, the first a purse of \$2,500 for horses that never beat 2:33, and the second a purse of \$1,500 for double teams, in the first race the purses are divided into premiums of \$1,500, \$750 and \$250, and in the second the prizes are \$1,000 and \$250. On Tuesday, August 30, there will be a purse of \$2,500 for horses that never beat 2:25, in prizes of \$1,500, \$750 and \$250, and a race for the Narraganset Steamboat Company's Purse of \$2,500, for horses that never beat 2:23, the purse divided as in the last race. On Wednesday, the sist, there will be a race for all horses for a purse of \$5,000, \$3,500 for the first, \$1,000 for the second and \$500 for the third. The second race of this the last, day is for a silver punch bowl valued at \$500, for gentlemen's horses that never trotted for money.

SHIPPING NEWS.

Almanac for New York - Fals Day.

Sun rises....... 5 14 | Moon rises...eve 11 23 Sun sets....... 6 53 | High water...eve 1 54

PORT OF NEW YORK, AUGUST 18, 1870.

CLEARED.

Steamship Paimyra (Bri, Watson, Liverpool via Queensown.—C G Francklyn.
Steamship City of Dublin (Br), Eynon, Liverpool.—John G San Francisco, Webb, Hamilton, Bermuda -N Steamship H Livingston, Cheeseman, Savannah-Living-ton. For & Co. ion. Fox & Co.

Steamship Saratoga, Couch, Norfolk, City Point and Richiond—Old Dominion Steamship Co.

Steamship Dirigo, Johnson, Portiand—J F Ames.

Steamship Glaucus, Walden, Boston—W P Civice.

Ship Calhoun, Crary, London—E E Morgan's Sons.

Bark Hirundo (Nor, Aaroc, Cork for orders—Funch, Edyc

Serig Eliza Stevens, Phinney, Montevideo and Buenos yres-Baker & Huribut. Brig Sarah Crowell (Br), Messenger, St John's, PR—Simp-on & Clapp. at Clapp. rig Corrière (Ital), Vicara, Bangor, Me—James Robinson

Schr Para, Sprague, Para—F Moran. Schr New Dominion (Br), Pencry, St John's, NF—Heney & Parker. chr Morning Star (Br), Miller, St John, NB-Crandall, ertany & Co. Schr L. N. Lovell, McLean, Charleston-Bentley, Miller &

ARRIVALS. REPORTED BY THE HERALD STEAM YACHTS.

Steamship Samaria (Br), Martyn. Liverpool and Queenstown, via Boston, with radse, to C F Francklyn.

Steamship Caledonia (Br), Overstone, Glassow Aug 8, via Moville 4th, with moise and 122 passengers, to Henderson Broa. Had light westerly winds all the passage.

Steamship Gulf Stream, McCrery, Galveston Aug 8, via Key West 15th, with moise and passengers, to C H Maitors & Co. Aug 13, 25 miles W of Sand Key, passed steamship United States, hence for New Orleans: also steamship Cortes, do for do; no date, 18 miles N of Hatteras, signalized brig Aroostook, bound N.

Steamship Isasac Bell, Blakeman, Richmond, City Point and Norfolk, with moise and passengers, to the Old Dominion Steamship Co. ne, Weeks, Newcastle, June 18, with mose, to Bark Sunshine, Weeks, Newcasile, June 18, with mdse, to H & F W Meyer.

Bark Boppading Billow (of Boston), Filnn, Messiha 50 days, with fruit to Alpheus Hardy & Co-vessel to master. Passed Gibraitar July 15; had light westerly winds and calms, with a great deal of fog; has been 18 days to the westward of the Banks; July 27, lat 29 30, lon 40, spoke bark Tejuca, Howell, from Liesta for Philadelphia; Aug 10, lat 40, lon 64, bark Jesse, from Si John, NB, for Bark Marianna III (Porty, Paiha, Lisbon 40 days, with sait, &c, to L E Amsinck & Co.

Bark Monparell (of Boston), Flinn, Buenos Ayres via Montevideo 49 days, with hides, &c, to Issac Taylor.

Bark Meaco (of Philadelphia), Christian, Cardenas 10 days, with sugar to Galway & Casado-vessel to master.

Bark Golden West (Br), Brown, Boston, in ballast, to Boyd & Hincken.

Brig Lizzie H Kimball (of Newburyport), Lunt, Sisal 26 days, with bemp and togwood to M Echevárria & Co-vessel to Lunt Bros. Had modorate weather; 4 days north of Hatteras. to C B Swain & Co. Had light westerly winds the entire passage.

Brig A M B (Br). Belfountain. Glace Bay, CB, 15 days, with coal, to G B Brewer. Had moderate weather.

Brig B F Nash, Dow, Bridgeport, CB, 15 days, with coal, to C B Swain & Son-vessel to Warren, Ray & Co. Had moderate weather.

Brig Shasta, Brown, Cow Bay, CB, 14 days, with coal to C B Swain & Son, vessel to Borland, Dearborn & Co. Had ilght, moderate weather with much fog.

Brig Rival (Br), White, Cow Bay, CB, 17 days, with coal to C B Swain & Co. vessel to Bowring & Archibald. Had light westerly winds and calms.

Schr Kats Wentworth (of Boston), Mead, Clenfuegos, 21 days, with sugar and molasses to Moses, Taylor & Co. vessel to Miller & Houghton. Had light winds and calms; has been 6 days north of Hattersa.

Schr Palma, Rankin, Georgetown, S C, & days, with navai stores, to Dollmer, Potter & Co.

Schr Clara Smith, Keen, Rockland, Me., 5 days, for Staten Island, with lec, to Henry Britton.

Passed Through Hell Gato,

Passed Through Hell Gate,
BOUND SOUTH.

Brig Volant, Ganion, Glace Bay for New York, with coal to G R Brewer.
Brig Isabella Jeweit, McCormick, Bangor for New York, with lumber to Simpson & Glapp.
Brig Irsne, Wasa, Boston for Elizabethport.
Schr T A Ward. Shaw. Shulee, NS, for New York, with spiles to Stower Richardson.
Schr Georgie Staples, Lord. St John, NB, for New York, with lumber to Jed Frye & Co.
Schr Frances Ellen, Watren, St John, NB, for New York, with lumber to Jed Frye & Co.
Schr Elizhander, Rogers. Bangor for New York, with lumber to Hiyoke & Murray.
Schr Warmtgton, Thomas, Bangor for New York.
Schr Elmo, Davis, Bangor for Newark.
Schr Elmo, Pietcher, Bath for Rendout.
Schr Cherub, Fletcher, Bath for Rendout.
Schr Cherub, Fletcher, Bath for Rev York, with lumber to Holyoke & Murray.

lolyoke & Murray.

Schr Ereiyn, Gimore, Belfast for Eddysville, with lumber.

Schr L D Hickman, Small, Gardiner for New York, with A Pressey.
Schr Equal, Paul, Rockland for New York, with lime to A Schr Equal, rath, Rockind for Sew fork, with time to a Presser.
Schr E L Gregory, Thorndike, Rockind for New York, Schr Ha Hudson, Oreeley, Rockind for New York, with lime to J R Brown.
Schr Wm Kilce, Fressey, Seal Harbor for New York, with grante to J Rogan.
John Schr Wn Steien. schr anns access
sah to J Stetson.
Schr Adella Kelley, Nickerson, Gioucester for New York,
with fish to Woodrulf & Robinson.
Schr Cabinet, Stevens, New Bedford for Elizabethport.
Schr Louisa Francis, Kelly, New Bedford for New York.
Schr Wm A Dubesq, Rich, Hyannis for New York.
Schr Lucy Blossom, Chatheld, Pigeon Cove for New York.
Schr Lucy Blossom, Chatheld, Pigeon Cove for New York.
Schr Tuffe Blossom, Chatheld, Pigeon Cove for New York.

Sonr Lucy Bloasom, Chatheld, Pigeon Cove for New York Schr Hills E, Smith, Dighton for Blizabethory. Schr Challenge, Lowe, Dighton for New York. Schr Lodovick Bill, Brock way, Dighton for New York, Schr Be Holy, Lampbear, Fall River for Rew York. Schr B Holy, Lampbear, Fall River for Roudout. Schr Gust, Martin, Pawtucket for New York. Schr D H Berry, Walter, Providence for Philadelphia. Schr M H Read, Benson, Providence for Philadelphia. Schr M H Read, Benson, Providence for Philadelphia. Schr JS Lowe, Adams, Providence for Roudout. Schr Store Spray, Hoston, Providence for Roudout. Schr Goral, Rent, Providence for Roudout. Schr Grom, Staab, Providence for Roudout. Schr Storm, Staab, Providence for New York. Schr JT Freeman. Eldridge, Providence for New York. Schr JR Preeman. Eldridge, Providence for New York. Schr Irls, Parker, Norwich for New York. Schr Charley Wooisey, Parker, New London for New York. Schr Charley Wooisey, Parker, New London for Georgwo, D.C. we, DC,
Schr O H Northam, Hall, Portland, Ct, for New York.
Schr M Kennedy, Baker, Brookbaven for Elizabethpor
Schr Geo P Kaue, Morton, Bridgeport for Albauy.

BOUND RAST.

Steamship Dirigo Johnson, New York for Porthand.
Steamship Dirigo Johnson, New York for Boston.
Brig Jennie Clark, Lewis, New York for Boston.
Brig Jennie Clark, Lewis, New York for St John, NB.
Schr M A Ruce, Rice, Elizabethport for Augusta.
Schr Maria Foss, Hoyt, Elizabethport for Fortsmouth
Schr G S Lovering, —, Elizabethport for Fraudon.
Schr Harriet Lewis, Taylor, Elizabethport for Froviden
Schr Gen Grant, Frame, Elizabethport for Bradford.
Schr Gen Grant, Frame, Elizabethport for Providen
Schr Gen Grant, Frame, Elizabethport for Norwick.
Schr Joseph Rogers, —, Elizabethport for Norwick.
Schr Joseph Rogers, —, Elizabethport for Fradford.
Schr Galouper, —, Elizabethport for Fradford.
Schr Galouper, —, Elizabethport for Fradford.
Schr Judge Runyon, Lewis, Troy for Bradford.
Schr J Snow, Thorndike, Rondout for Poston.
Schr Z Snow, Thorndike, Rondout for Poston.
Schr Pavilion, —, Rondout for Boston.
Schr Saxon, —, Rondout for Boston.
Schr Haconia, Whitten, Rondout for Boston.
Schr Hachman, Hall, Rondout for Boston.
Schr W Freeman, Howes, Rondout for Boston.
Schr W Freeman, Howes, Rondout for Boston.
Schr Snayd Hook, Rogers, Rondout for Boston.
Schr Snayd Hook, Rogers, Rondout for Foston.
Schr Many Hook, Rogers, Rondout for Boston.
Schr Many Hook, Rogers, Rondout for Foston.
Schr Mary Fotter, New York for Seal Island.

SAILED.

Steamships City of Dublin, and Palmyra, Liverpool; San Francisco, Bermuda; Missouri, Havana; H Livingston, Sa-vannah; Saratoga, Richmond, &c. Wind at sunset S, light.

Shipping Notes. Shipping Notes:
The steamship The Queen, Captain Thomson, of the National line, for Liverpool and Queenstown, sails to-morrow (Saturday), at 10 AM, from pier 47 North river.
The Inman line steamship City of Brussels, Captain Kennedy, leaves pier 45 North river at 12 M to-morrow (Satur-

day) for Queenstown and Liverpool.

The Transatiantic Company's steamship St Laurent, Cap-tain Lemaric, for Brest and Havre, salis to-morrow (Saturday), from pier 50 North river, at 12 M.

The steamship Europa, Captain McDonald, of the Anchor line, salls from pier 20 North river, for Glasgow and Derry,

o-morrow (Saturday), at 12 M. to-morrow (Saturday), at 12 M.

The Cunard line steamship Tarifa, Captain Murphy, for Queenstown and Liverpool, leaves her pier at Jersey City at 12 M to-morrow (Saturday).

The Pacific Mail Company's steamable Arizona, Captain

Gray, for Aspinwall, will sail from pler 42 North river at 18 M to-morrow (Saturday).

The steamship City of Merida, Captain Deaken, of the New York and Merican line, will leave at 3 PM to-morrow

Saturday), from pier 17 East river, for Havana, Sisal and The steamship Rapidan, Captain Whitehurst, of Mallory line, will sail from pier 20 East river to-morrow (Saturday), at 3 PM, for Key West and Galveston. The Merchanta' line ateamship Gen Meade will sail for

New Orleans, from pler 12 North river, to morrow (Satur iny, at 3 PM.

The Old Line's sidewheel steamship Bienville, Captain

The Old Line's sidewheel steamsup Steams, Captain Baker, will leave pier 58 North river, for New Orleans, to-morrow (Saturday), at 3 PM.

The steamship St Louis, Captain Whitehead, for New Orleans, will sail to-morrow (Saturday), from pier No 9 North

river, at 3 PM.

The sidewheel steamship Champion, Captain Lockwood, of the New York and Charleston line, will sail for Charleston at 3 PM to-morrow (Saturday), from pier No 5 North river. Marine Disasters.

United States Lighthouse Steamer Geranium is ashore about 25 miles east of Galveston, near High Island; supposed that she will be a total loss, She struck on the 9th in broad daylight.

Ship Freedom, Bradley, from London for New York,

Bark Josepha (NG), Friedrichs, from London for Philadel phia, Aug 16, lat 40 28, lon 70 (by pilot boat James Avery, No Brig Adele McLoon (of Rockland), Monroe, from Liverpool for Baltimore, 40 days dut, Aug 17, lat 40 26, lon 70 40 (by Britt Margarett Age, No. 9),
Brig Margaret My, No. 9),
Brig Margaret Dy phot boat J D Jones, No. 10),
Brig Chimborar by phot boat J D Jones, No. 10),
Brig Chimborar from an hastern port for Philadelphia,
Aug 16, 40 mids ESE from the Highlands (by pilot boat M A
Williams, No. 19),
Schr Eliza J Stapler, Codin, from Demarara for New York,
Aug 10, lat 29 20, lon 72.

which put into Queenstown June s in distress, repaired, and was ready to sail 5th inst.

BRIG ALEX WILLIAMS (not as before), Duane, from New York for St Johns, NF, registered 18: tone, was built at Caps Breton in 1866, and halled from Arichat.

SCHE TRAVELLEE, Hodges, from New York for Charles ton, collided night of the 14th inst. 10 miles east of Cape Henlopen, with pilot boat Cape; stove bulwarks, received other damage, and put into Wilmington, Del, 18th for re-

SCHR BAY STAYE, Seabury, from New York for Boston, spring foremant, spitt jibs and sustained other damage in a squal off Cape Cod on Saturday night. She put back to Hyannis.

Aug 10, 1at 27 50, 1on 72.

Poreign Ports.

Arreino, PR, Aug 8-In port barks Pembroke (Br), Lecaio, for Baltimore; Norsh, Gibbs, for New Yors; schr Annie Bed, Ekim, for New Haven,

BARBADOS, July 33-Salied, bark Mayflower, Dill, Martinique brig John Avies, Macomber, Baltimore,

CADIZ, July 31-In port barks Carrie E Long, Welsh, and
Commerce, Park, sing.

GUANICA, Aug 4-In port brig Blanche, Morse, for New
York. cola, Larragoni, Rew Orleans, Andreas, Barbardia, Pennacia, Diport ISth, barks Daring, McDonald, for Philadelphia, Idg; Cardee Packet (Dutch), Ouwchand, for New York, GW Horton, Harrington; Eather, Titcomb; H D Stover, Pierce, and Irma (Br), Randrop, unc; brigs H G Berry, Paine, for New York, Idg; Poinset, Anderson, for Boston, do; J B Brown, Rose, for north of Hatteras; Harriet, Hugzins; Roseway (Br), Bartling; Charlotte Buck, Eldridge, and Ella Maria, Berry, unc; and others.

Arrived at do 18th, bark G W Rosevelt, Harriman, New York. MALAGA, Aug 16-In port schr Galena, Hale. from Bos-

MALAGA, Aug 18-Arrived, steamship Australia, HedderMOYILLE, Aug 18-Arrived, steamship Australia, HedderMOYILLE, Aug 18-Arrived, schr James O'Denobue,
Santh, Sarcelona,
Salted 18th, brig Suan E Voorhees, Fulford, New York;
schr Village Belle (Br., Thomas, do.
Cleared 18th, brig Fearless (Br.), Davison, Delaware Breakwater; schrs ten Conner, Partridge, Philadelphia; Neille
Bowers, Boswers, Penacola.
In port 12th, bark R W Griffiths, Drummond, for New
York. In pert 2th, bark R W Griffiths, Drummond, for New York.

FONCE, PR. Aug 4—In port schr Adelaide, Taylor, for Giannea and New York.

Quezarrows, Aug 17—Arrived, steamships City of London, Tholias, New York (Aug 5) for Liverpoot; 18th, Italy, Grace, Goox, June 27—In port bark Galveston, Briard, from and for Yokohama.

Edward Chen, NB, Aug 18—Arrived, brig Abstalner, Eiderkin, New York.

Cleared 18th, ach Percy, Caldwell, New York.

American Ports.

American Ports.

BOSTON Ang 17—Arrived, barks E White, Mahoney, Sagua; R B Walker, Pettengill, Mobile; schra Alfred Keen of Rockland, Robinson, New Orleans, Light or, Endicots; Ce Wood, Endicott; Ha Island, Willetis; Carle Hyer, Macey: Emma F Hart, Hart, Jos Sal, Nilletis; Carle Hyer, Macey: Emma F Hart, Hart, Jos Sal, Sal, Turner; M S Smith, Smith; Clara, Mullord, anternand J W Jannanan, Buckalew, Georgetown, C. Fred Plab, Davis, Bultumore; B B Shiap, Webbit, Douglass; Jas Martin, Baker; Geo Soulres. J B Broost. J Douglass; Jas Martin, Baker; Geo Soulres. J M Broost. J Douglass; Jas Martin, Baker; Geo Soulres. J Salletis, Sprauge, and Estella Day, Carey, Philadelphia; Jannes Martin, Baker, Philadelphia; Idana Belle, Pierce, Philadelphia; Jilliam H Thiers, Gilford, Philadelphia; J W Wellington, Chipman. Elizabethport; Chero, Conant, Hoboken; Sea Breeze, Herrick, Newburg; Osprey Crowley, Fondout; Yankee Blade, Roberts, Rondout; Hanker Blade, Roberts, Rondout; Hanker Blade, Roberts, Rondout; Hanker Blade, Roberts, Rondout; Marty, Richardson, Rondout; Mite Sea, Jones, Rondout: Mary, Richardson, Rondout; White Sea, Jones, Rondout; Hesperus, Conary, New York; Herriman, New York; Mary Maria, Shaw, New York, Below, Barque Julia, from West Indies; also Sbarques and Edwards, Smalley, Marlyn, Liverpool, where York is Rahlp Blandina Dudley, Wilson, St Jehn, NB; barque Jennie Cushman, Smalley, Malaga. New York; Br ship Blandina Dudley, Wilson, St Jenn, NE; barque Jennie Cushman, Smalley, Malaga, 18th—Arrived, steamsnip Noptune, Baker, New York; barks Julia, Port au Prince; Fenwick (Br.), T Toye, Gottenburg; schres America, from Aux Cayes.

BaltTiMORE, Aug IJ—Arrived, brig Alexanner Kirkland, Martin, Arecibo, PR; schre Sarctio, Norris, do; Helen, Perry, New York; John Paraum, Baker, Richmond, Me.

Cleared—Brigs Chattanooga, Fry. 8t John's, PR; Arichat West (Br), Gerrior, Arichat, Buruham, Staples, Fortland; schr ME Henderson, Frice, Boston.

Sailed—Ship Uncle Joe; barks Lapwing, May Queen.

18th—Arrived, brigs Italia, Roberts, Ponce, PR; Nebo, McLeod, Guanica. Below, brig C C Van Horn (Br.), Coffli, from Arecibo.

Trom Arechbo.

CHARLESTON, Aug 16—Arriveo, bark Flori M muribut, Heley, Baih, Me.

EAST MACHIAS, Aug 13—Sailed, sohrs Paran, Clark, and Carroll, Robinson, New York.

FORTRESS AONROE, Aug 18—Arrived, brig Fingal (Seven), Fabinan, Rio Janeiro.

Passed in—Suip Island Home, from Liverpool for Baltimore; briga Italia, from Fonce for do; Juvenia, trom St Thomas for do. Passed out—Ship Washington Booth, for Rotterdam; brigs Halifax, for the West Indies; Tiber, for Halifax. GALVESTON, Aug 11—Arrived, steamship Virginia, Ken-nedy, New York. rog Frances Lewey, Lewey, Pensacola; schr G Salled—Brig Frances Lewey, Lewey, Pensacota; scar Gawrence, Robinson, 4o.

Cleared—Steamship Ariadne, Eldridge, New York; schr Florence Shay, Huise, Liverpool.

GEORGETOWN, DC, Aug 15—Cleared, schrs S B Frank-lin, Woods, Boston; Neille F Burgess, NcKean, Wareham; J T Williams, Newberry, Providence; 17th, Yapor, Newberry, do; Theodore Dean. Babbli, Fall River; Daniel Pierson, Pierson, and Pinta, Smith, Boston; Francis, Gibba, Cohassel Narrows HOLE. Aug 15, PM—Arrived, schrs Lyndou, HOLMEST HOLE. Aug 15, PM—Arrived, schrs Lyndou, Hollmest, St. John, NB, for New York; New Zealand, Dow, do-Holmest, Scholand, St. John, NB, for New York; New Zealand, Dow, do-Holmest, Scholand, St. John, NB, for New York; New Zealand, Dow, do-Holmest, George Scholand, St. John, NB, for New York; New Zealand, Dow, do-Holmest, Grand Scholand, St. John, NB, for New York; New Zealand, Dow, do-Holmest, Golden, Scholand, St. John, NB, John, College, Golden, Hilliard, St. John, N.S., for New York; New Zealand, 100w, dor do; Edoa Harwood, Harwood, Bangor for Philadelphia; Mansfeld, Achoro, Rockland for New York; Laura Robinson, Robinson, Salem for South Amboy.

17th, AM—Arrived, schrs I. A. Rose, Rose, Lynn for Philadelphia; David V Streaker, Vangilder, Boston for do (and delphia; David V Streaker, Vangilder, Boston for de (and both salled). MOBILB, Aug 18 - Arrived, ship Antarctic, McStoker, New York. Cleared 12th, ship Escort (Br., Whitman, Liverpool; schr J ed 12th, ship Escort (Br), Whitman, Liverpool; schr J NEW BEDFUSION OF NEW YORK; I'th, U.F. Sand Weller, Smith, Briggs, Plymouth for New York; I'th, U.F. Sand Weller, Smith, NORWICH, Aug 18—Arrived, schrs Sam Weller, Smith, Hoboxen | Expedite, King, Elizabethport, Salled-Schr Kate Scranton, Palmer, New York, Salled-Schr Kate, Schranton, New York, NEW LONDON, Aug 18—Salled, schra Uncas, Colt, Alex andria; Empire, Baker, New York; E.A. Elliot, Nicketson, andria; Elliot, Nick do.

NEW HAVEN, Aug 17—Arrived, ship Kenliworth (Br)
Butler, Liverpool; brig 8 D Hart, Bangor.
PORTLAND, O, Aug 11—Salied, ship Hermann Doctor

Butler, Liverpool; brig S D Hart, Bangor.

PORTLAND, O. Aug 11—Salied, ship Hermann Doctor
(NG), Grieve, Great Britain, with a cargo of wheat.

18th—Arrived, bark Tordenskylod (Nor), Christianseu,
Newport, H.

IPHILADDLPHIA, Aug 17—Arrived, brigs Pacifico (Ital),
Saverese, Palerme; Samuel Welsh, Darrah; C V Williams,
Thompson, South Norwalk; schre Sibyi (Sr), Aimedia, M
Vassar, Kelly, New Bedford; F R Baird, Ireland, Boston; Hallackman, Jones, Warran; D Davidson, Smith, Boston; Jan
Ponder, Hudson, Kennebec; E B Shaw, Shaw, Boston; Lena
Hunter, Ferry, Reenebec; Jan M Malloy, Russell, Boston,
William Tice, Tice, Kennebec; Itala Nelson, Cavalier, Wareham; Rawe's Wing, York; Mary Wesver; Wesver; L A A
Babcock, Smith; A S Cannon, Cobb; William Watton, Hunter, and S S Godfrey, York; Mary Wesver; Wesver; L A
Cleared—Bark Ganymede (Norf, Nellson, Copenhagen
schra Hetler (Br), Hackett, Halifax, NS; H Curiis, Curiis;
Boston; Bertha Souder, Wooster, Portland; May Monros,
Hith—Below—Schr Summarville, Masters, from Porto Rico,
PORTLAND, Aug 15—Cleared, schr Maracaybo, Henier,
New York.

PAWTUGET. Aug 15—Cleared, schr Maracaybo, Henier,
PAWTUGET. Aug 15—Salied, schre John H Gould, Bib.—Below.—Schr Summerville, Masters, from Porto Rico.
PORTLAND, Aug 15.—Sailed, schrs John H Gonid,
Mosher, Albany; D C Foster, Sheffield, New York.
PROVIDENCE, Aug 15.—Sailed, schrs John H Gonid,
Mosher, Albany; D C Foster, Sheffield, New York.
PROVIDENCE, Aug 15.—Sailed, schrs Fotter & Hooper,
Bradbury, Haverstraw; A H Brown, Pierce; Messenger,
Dean; Alda, Knowles, and Susan Canter, Dow, New York.
Dean; Alda, Knowles, and Susan Canter, Dow, New York.
DC; John Mosser, Cubberly, Ballimore; Anna E Sailford,
Hanson, Philadelphis for Pawtucket; R P King, Biven; Code Goodspeed, Dart; John Manlove, Staabe; Jaz M Batter,
Goodspeed, Dart; John Manlove, Staabe; Jaz M Batter,
L Davis, Davis, Elizabethport, Sailfaeld, Lypter, Bimmons,
do for Fawtucket; F F Kerwin, Bunce; Elizabeth & Ellen,
North Fadher, Prof. Schollen, Port Johnson,
North Fadher, Sielen, Nickerson, Rondout; Horizon, NewChild, and Tryphentie, Nickerson, Rondout; Horizon, NewLange, Corgawell, do for Pawtucket; Anthony Burton,
Johnson, Newburg; Tressure, Arnold; Fausett, Mayo, and S
Bulkley, Bulkley, New York;
Sailed Schrs Alice Ida, Steelman, Nanticoke, Va; A J
Bentley, Bunnell, Baltimore; J B Clayton, Champion, and
American Eagle, Shaw, Philadelphia; Lizzle, Taylor, Elizabelbort; E M Bastter, Waterman J M Taylor, Fowler; Minquas, Heeny, and Daniel Morris, Mansor, New York; Rocket, Eaton, do (or Calais); sloop Fred Brown, Wison, New
York.
RICHMOND, Va, Aug 16.—Arrived, Jorg Charlotte, West, Nork. RICHMOND, Va, Aug 16-Arrived, brig Charlotte, West,

Saltimore.
SAN FRANCISCO, Aug 18-Arrived, bark Rance (Fr).

Rouiller, Bordeaux.

SOMERSET, Aug 18 Sailed, sour Artist, Forrester. New York.

A GOOD RESOLUTION. A. To see prices of

First class Chins, Glass, Cutlery,
Plated Ware, Kefrigerators, Cooking Useasis, &c., at
BDWARD D. BASFORD'S

Mammoth Establishment,
Cooper Institute, Astor Place.
Prices in plain figures.

O MORE MEDICINE.—PERFECT HEALTH REstored to all without drugs by DUBARKY'S DELICIOUS REVALENTA FOOD, which nas effected over
70,000 cures of dyapopsia, diarrhosa, consumption, consignation, all kinds of fevers and atomach and liver compaignation, all kinds of fevers and atomach and liver compaignation, all kinds of fevers and atomach and liver compaignation, all kinds of fevers and atomach and liver compaignapounds, 85. DU BARRY & CO., 153 William sirest, New
York, and at all druggists and grocers.

Sound Logic for the Sick.—The invalid has been dealed and all druggless and grocers.

Sound Logic for the Sick.—The invalid has often good reason to exclaim, "Save me from my friends." As a general thing, each of them will have a different medicine to propose, and if he follows all their prescriptions in turn their weil-meant advice may be the death of him. The only sensible course in any case of sickness is to resort prompty to a specific which has stood the test of a long and widely extended public experience, and obtained on solid and sufficient grounds the reputation of a Standard Remedy. This rank among the restoratives of our day belongs of right, and heyond all dispute, to HOSTETTERY-STOMACH BITTERS. Let those who are taking it at this debilitating season as an invigorant answer for themselves as to its tonic properties. Cameny dayspetic who has ever used it question its superfority as a stomachic over every other medicine? Can any parson of bilitous habit who has ever taken it for liver complaint don'th its efficacy? It is believed among the tens of thousands who are now using or have heretolore used it as an alterative and corrective, not one can be found who would erchange it for any other preparation in the known world. For intermittent fevers, nervous debility, constipation, sick stomach, and all complaints arising from indigestion or impoverishment of the blood, it is the only article which can be conacientioning guaranteed, and no one who is itsoroughly acquainted with its virtues will allow interested desares to worthless along, on which they make a larger profit, to furnish them in the place of the great veg dable restorative.

THOMAS R. AGNEW, 280 GREENWICH STREET, New York, has reduced the prices of Teas, Coffees, Sugars, Flour and all kinds of Grocerics, Molasses and Pro-visions to the gold standard.

REWARD.—LOST OFF AN EXPRESS WAGON Detween New Haven Railroad depot and New Jersey Railroad depot and New Jersey Railroad depot, on Wednesday evening, a flag with strap and brass clack upon it, reading "Newport to Philadelphia, No. 1406." The above reward will be paid and no questions asked by J. W. GER, 94 Broadway.